



National Transportation Safety Board Aviation Accident Final Report

Location:	Ocala, FL	Accident Number:	MIA85FA239
Date & Time:	08/26/1985, 1630 EDT	Registration:	N47BM
Aircraft:	Silvaire LUSCOMBE 8E	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE ACFT WAS OBSERVED TO TAKE OFF, MAKE A STEEP TURN, A FEW SECONDS LATER, AT AN ALTITUDE OF ABOUT 200 FT AGL, ENTER ANOTHER STEEP TURN AND SPIN INTO THE GROUND. WITNESSES REPORT THAT THE PILOT EXHIBITED LACK OF CONTROL COORDINATION WHILE PERFORMING TURNS IN THAT PARTICULAR MAKE AND MODEL OF ACFT, AND THAT HE HAD ON OCCASION, ENGAGED IN RECKLESS FLYING.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: MANEUVERING

Findings

1. LIGHT CONDITION - DAYLIGHT
2. OSTENTATIOUS DISPLAY - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
4. OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. (C) STALL/SPIN - PERFORMED - PILOT IN COMMAND
6. OVERCONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

7. TERRAIN CONDITION - RUNWAY

Factual Information

Pilot Information

Certificate:	Airline Transport; Commercial; Flight Engineer	Age:	25, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	08/22/1984
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2600 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Silvaire	Registration:	N47BM
Model/Series:	LUSCOMBE 8E LUSCOMBE 8	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	5125
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	04/20/1985, 100 Hour	Certified Max Gross Wt.:	1400 lbs
Time Since Last Inspection:	15 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1836 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	C-85-12
Registered Owner:	GEORGE BERMUDEZ	Rated Power:	85 hp
Operator:	ROBERT A.GARCI	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	GNV, 152 ft msl	Distance from Accident Site:	26 Nautical Miles
Observation Time:	1640 EDT	Direction from Accident Site:	345°
Lowest Cloud Condition:	Scattered / 2500 ft agl	Visibility	6 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	34° C / 22° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1615 EDT	Type of Airspace:	Class G

Airport Information

Airport:	GREY STONE (17FL)	Runway Surface Type:	Grass/turf
Airport Elevation:	100 ft	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	3640 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	2 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	MAX ROJAS	Report Date:	
Additional Participating Persons:	JORGE A PRELLEZO; MIAMI, FL OLIVER F COLE		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).